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PERFECT  
**Tooth Powder**  
Cleanses, preserves and  
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Purifies the breath  
A superior dentifrice  
for people of refinement  
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manship and best materials at reason-  
able prices.  
**Set of Teeth for \$7.00**  
Sometime or vitalized air, espe-  
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**Gold Crowns**  
\$3 to \$5  
Silver filling 50c to 1.00  
Teeth cleaned 50c  
Gold filling 50c to 1.00  
Painless extrac-  
tion 50c  
**New York Dental Co.**  
All Work Guaranteed 20 Years.  
615 Kansas Ave.  
Open daily 9 to 6 Wednesday  
and Saturday nights till 8 p. m. Sun-  
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**Heat**  
Where you want it—  
When you want it—  
No smoke—  
No smell—  
No trouble.  
**PERFECTION OIL HEATER**  
The only heater  
suitable for any room in the house. Turn  
the wick as high as you can and as  
low as you like  
The Roy Oil Lamp  
STANDARD OIL COMPANY.

**ATHLETES**  
TO KEEP IN GOOD TRIM  
MUST LOOK WELL TO THE  
CONDITION OF THE SKIN.  
TO THIS END THE BATH  
SHOULD BE TAKEN WITH  
**HAND  
SAPOLIO**  
ALL GROCERS AND DRUGGISTS

Neat, artistic Wedding  
Invitations and Calling  
Cards our specialty.  
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COMPANY**  
116 E. Seventh St.  
Independent Phone 1008.

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MOVE**  
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**Topeka Transfer  
and Storage Co.**  
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KNOWN SINCE 1836 AS THE ONLY RELIABLE  
**PLANTEN'S OR BLACK  
C & C CAPSULES**  
SUPERIOR REMEDY FOR KIDNEY TROUBLES, CATARRH  
OF BLADDER, URINARY DISCHARGES, ETC. ETC.  
DRUGGISTS OR BY MAIL ON RECEIPT OF 50 C.  
H. PLANTEN & SON 95 HENRY ST. BROOKLYN, N.Y.

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Is employed to make the Five  
Cents a Day Telephone a  
quick and reliable means of  
communication.  
Missouri & Kansas Tel. Co.  
Phone 999.

**LET IT DECIDE FOR YOU.**  
Buy "Perfection Flour" once  
on our say so. Then let the  
bread decide what brand you  
buy next time.  
**ATHERTON BROS.**  
216 E. Sixth St.  
Both Phones 998.

## RAILROAD NEWS.

Gould Roads Face Big Strike of  
Their Machinists.

D. & R. G. Management An-  
nounces Open Shop System.

**BALLOT BEING TAKEN.**

Sympathetic Walkout on Other  
Lines of System Likely.

Other Items of Interest in  
Railway Circles.

As a result of the open shop policy  
announced by the Denver & Rio Grande  
railway management, a strike of 2,000  
machinists employed by the Gould sys-  
tems may take place on March 14. That  
the 800 machinists now in the service  
of the D. & R. G. will walk out on that  
date now seems certain. A strike bal-  
lot has been prepared and is being cir-  
culated all over the Denver & Rio  
Grande system. By Thursday it is ex-  
pected that all ballots will have been  
returned to Denver.

The result of the vote will be made  
known to the officials of the railroad  
and they will be asked to recede from  
their policy.

A meeting of representatives of every  
lodge of machinists on the Gould sys-  
tems will be held in Kansas City within  
the next ten days, the date depending  
upon the result of the strike ballot on  
the Denver & Rio Grande and the final  
answer of that company. There is no  
doubt that the latter will be and the  
final hanging will be only a formality.

The railroad officials have said that  
they are through dealing with union  
committees of machinists, boiler mak-  
ers, carmen, blacksmiths and the help-  
ers in these trades, and their notices  
stating that after March 14 all contracts  
with these organizations would be  
abrogated is still standing.

James O'Connell, president of the In-  
ternational Association of Machinists, will  
be at Kansas City, as well as mem-  
bers of the grand lodge executive board,  
to confer with the representatives of the  
different lodges from the Gould sys-  
tems. Machinists of the Denver &  
Rio Grande, Iron Mountain & Texas  
Pacific will be represented at the Kan-  
sas City gathering.

At the meeting with General Man-  
ager Ridgway of the Denver & Rio  
Grande on Friday the officials of the  
representatives of the machinists that  
he intended to be fair with the men  
and treat them as individuals here-  
after. He refused to state whether the  
company would reduce wages after  
March 14. The men assert that such  
is the intention of the road.

If the machinists strike, the boiler-  
makers, carmen, blacksmiths and all  
shop men, it is said, will go out in  
sympathy with them. They will first  
ask the company for a conference, but  
as the issues are the same as with the  
machinists, they expect the same an-  
swer. They will not be represented at  
the Kansas City conference.

A meeting of the representatives of  
the all-shop organizations will be held  
this afternoon and the "stick together"  
policy will be adopted. The machinists  
have received many offers of assistance  
from Colorado labor organizations.

The Rio Grande officials have notifi-  
ed the telegraph operators that their  
wages will be cut \$5 and \$10 per month  
commencing March 14. They will also  
send committees to Denver and may  
join the general movement.

M. J. McQueney, the business agent  
of the machinists, will look after the  
interests of the men on the Denver &  
Rio Grande during the negotiations and  
may attend the Kansas City confer-  
ence.

**SULLIVAN MAKES DENIAL.**  
Mo. Pac. General Manager Says  
There Will Be No Trouble

General Manager A. W. Sullivan, of  
the Missouri Pacific and Iron Moun-  
tain system, announced yesterday  
from his office in St. Louis that the  
road's shops at different points will  
be closed indefinitely, owing to a de-  
crease in the volume of traffic.

Sullivan declared that the rumor of  
trouble with the labor unions is  
absurd, as the employees and their  
organizations are duly regarded by the  
officials.

Work was to have been resumed in  
the shops tomorrow. But Mr. Sulli-  
van said the traffic indications were  
not satisfactory enough to resume  
operations. Strict economy, to meet  
the decreased earnings from lighter  
business, is imperative.

Approximately 4,000 men will re-  
main out of work indefinitely. It is  
expected that similar action will be  
taken by other roads, as the laying  
off of employees of the operating,  
mechanical, engineering and auditing  
departments of the western and  
southwestern lines has been general.  
It is also expected that many train-  
men will be let out by the different  
roads in the next few weeks.

The Missouri Pacific and Iron Moun-  
tain system has 4,000 men in its  
shops at St. Louis; Sedalia, Mo.; De  
Soto, Mo.; Baring, Cross, Ark.; Osa-  
watimie, Kan.; Atchison, Kan.; and  
Fort Scott, Kan. The number of  
shop men at St. Louis is 400, at  
Sedalia 600, at Baring 1,200, at De  
Soto 300, at Osaawatimie 300, at Atch-  
ison 200 and at Fort Scott 300, a total  
of 3,500. At other points there are  
scattered about 600 men.

"The rumor that there is trouble  
between the management and the  
unions represented in the shops,"  
said Mr. Sullivan, "is ridiculous. Un-  
fortunately, however, it is the kind  
of rumor which might be serious."  
Neither I nor any other officer of  
this system has had the least thought  
of abrogating the road's contract with  
the union. On the contrary, the men  
are better than pleased with the agree-  
ment with the organization and the men.  
The contract can be abrogated by  
either party on thirty days' notice.  
The road never has considered the  
canceling of the agreement, and will  
not. The contract will continue to be  
fulfilled by the road.

"Instead of wishing to abrogate  
the contract with our employees, it is  
our desire to continue the agree-  
ment. My foremost hope is that all  
shall be able to put the shop men  
back to work within a few weeks—  
the sooner the better, so that we may  
keep our trained force intact.

"We have an experienced and  
highly satisfactory force of shop  
men, whose work and loyalty we ade-  
quately appreciate. Many of these  
men have been with us many years."  
"Only one reason may be assigned  
for closing the shops indefinitely, and  
that reason is obvious. All  
the railroads have found their traffic  
decreased, and ours is no exception."



THOMAS A. EDISON, WHO UNDERWENT A SERIOUS OPERATION.

Thomas A. Edison, the famous inventor, who celebrated his sixty-first birth-  
day recently, has undergone an operation for mastoiditis of the left ear. He  
was taken from his home in Orange, N. J., to a New York hospital for the  
operation. He has been almost totally deaf for several years and for a year or  
more has been in failing health.

We are laying off the shop forces  
solely because we must. It is neces-  
sary for us to economize.

### A LONG TRAIN.

One With 173 Cars Runs From Kan-  
sas City to Atchison on Mo. P.

Leavenworth, Kan., March 3.—Car-  
rying 173 boxcars, two miles and a quar-  
ter in length, and pulled by an engine  
weighing 123 tons, one of the longest  
trains ever brought to Leavenworth  
was pulled there yesterday after-  
noon en route to Omaha. Although  
it was the longest train and carried  
the most tonnage, the train run the  
distance between Leavenworth and  
Kansas City in one hour and 55 min-  
utes.

It was a Missouri Pacific train in  
charge of Conductor W. F. Marshall  
and Engineer Mick Lacout, two of the  
oldest and most trusted employees of  
the road. When the engine reached the  
Union depot here the caboose was still  
in the country. The train was com-  
posed chiefly of empty cars, but car-  
ried several which were loaded.

Because of the retrenchment system  
resorted to by this road this train was  
made up. There had been accumulated  
hundreds of empty cattle and freight  
cars at Kansas City. In order to get  
them distributed over the country and  
because of a lack of engine crews this  
train was made up and sent out.

The engine was No. 437, with four  
drive wheels. The cargo was so heavy  
that the fireman was compelled to fire  
the engine every quarter of a mile, at  
each time using two bushels of coal.  
The train was to be run to Atchison,  
a distance of 47 miles. At this rate it  
would require 370 bushels of coal, or 19  
tons. At an average of \$3 a ton for fuel  
alone it would cost \$57 to get this train  
from Kansas City to Atchison.

Making his experience as a rail-  
road man Conductor Marshall yester-  
day told of some of the experiences 16  
years ago when he was braking out of  
Leavenworth on the Missouri Pacific.  
He stated that at that time if an en-  
gine pulled as many as 47 cars it was  
considered an exceptionally big load.  
He spoke of the improvement in ser-  
vice made since then, and the putting  
into service of the mogul type of en-  
gines. He said the rails 16 years ago  
were not strong enough to bear the  
weight of the engine which pulled the  
train yesterday.

### BIG RUSH IS EXPECTED.

Last Colonist Rates to California  
Opened Sunday.

Railroads are anticipating the big-  
gest rush of years with the opening of  
the colonist season which occurred last  
Sunday.

From reports received it is evident  
that thousands of people will take ad-  
vantage of the low rates to California  
and that all previous seasons probably  
will be eclipsed.

Last fall the rates were lower than  
they will be this spring. But the in-  
crease of \$5 this year from Missouri  
river points and Chicago will not af-  
fect the rush of homeseekers to Cali-  
fornia. The new rates are \$33 from  
Chicago and \$50 from Missouri river  
points.

Last fall when the colonist rates were  
in effect, it was estimated by the rail-  
roads that nearly 125,000 people came to  
California to make their homes. The

pay of these classes of employees,  
which would have become effective  
the first of the month.

A HOODOO ENGINE.  
No. 2313 Cuts Up at Albuquerque and  
Does Damage.

Albuquerque, N. M., March 3.—  
Switch engine No. 2313, the acknowl-  
edged hoodoo of the local yards, proved  
everything that was claimed for it  
last night at 12 o'clock when it sid-  
eswiped an outgoing freight train  
in the north yards and disfigured it  
self beyond repair. Thirteen cars  
were badly wrecked in the accident  
and the engine lost its cab, whistle  
and all the protruding pipes and  
valves on one side. Engineer Lovett  
is said to have been in charge of the  
engine when she made her last at-  
tack.

According to trainmen, No. 2313  
was going north on track No. 1 with  
a view of making a switch just south  
of Tijeras avenue and taking the sid-  
ing along the vacant lot in front of  
the Alvarado. The freight train was  
northbound and was half on the  
main line when she was hit in the  
middle by the "goat." The smash-  
up resulted.

### MEDALS FOR BISHOPS.

Act of Justice Long Delayed About  
to Be Performed.

Washington, March 3.—The many  
friends of the world-renowned bish-  
ops, Charles H. Fowler, now officiat-  
ing in New York city, and Joseph C.  
Hartzell, bishop for Africa, are glad  
to learn that the United States con-  
gress is about to reward them for  
their heroic conduct in saving lives  
in 1860-64. At that time the two  
bishops were students in the North-  
western university.

There has never been any official  
recognition of the deeds of these  
young men. Their friends, through  
Representative Foss, are endeavor-  
ing to obtain gold medals which  
might have been granted to them  
long ago.

In view of the fact that the law  
authorizing the secretary of the treas-  
ury to issue gold medals to persons  
saving lives at the risk of their own  
was not passed until 1874, it is  
necessary to obtain a special act of  
congress to bring the award about.

In describing the exploits of Fow-  
ler, the memorable day of the  
Lady Elgin wreck, David D. Thomp-  
son, editor of the Northwestern Chris-  
tian Advocate at Chicago, in a letter  
to Secretary Cortelyou advocating the  
granting of the medals, says about 50  
persons were washed towards the  
high, rocky shore on bits of wreckage  
and that the rescuers worked for six  
hours with ropes tied about their  
waists and held by one end by those  
on shore.

### PHONES FOR PATRONS.

Missouri Pacific Will Make Such Ar-  
rangements on Wichita Division.

Wichita, Kan., March 3.—J. C.  
Brown, general foreman of the tele-  
graphic service of the Missouri Pa-  
cific railway, of St. Louis, is in the  
city today making an inspection of the  
telegraph lines of the company. He  
is superintending the installation of  
the composite telephone service on  
the Wichita division also, and ar-  
ranging for handling of the telegraph  
service under the nine-hour law, ef-  
fect March 4.

Mr. Brown said: "The Missouri Pa-  
cific railway will comply with the na-  
tional 9-hour telegraphers' law. This  
will have little effect on the Wichita  
division, as operators now work only  
nine hours and dispatchers, eight  
hours. I do not think it will be nec-  
essary to employ any additional men  
on this division to handle the work."

"The law does not apply to one  
man stations such as Balmville, Oak-  
ville, Maize, Colwich, Millerton and  
Corwin."

### DISCUSSED RETRENCHMENT.

Frisco Operating Officials Have Meet-  
ing in Springfield.

Springfield, Mo., March 3.—An im-  
portant conference of operating offi-  
cials of the Frisco system occurred to-  
day. Every operating official in the  
first, second and third districts was  
present. The chief object, it was  
stated, is to reduce the operating ex-  
penses of the system to a minimum  
and crops begin to move next fall.  
Fifty officials took part in the confer-  
ence.

### ANOTHER HILL PROJECT.

Will Build New Line Paralleling Can-  
adian Pacific.

Winnipeg, Man., March 3.—James  
J. Hall has spread a large force of  
engineers over a stretch of 1400 miles  
between Brandon, Manitoba, and Cal-  
gary, Alberta, and is said to be pre-  
paring to parallel the Canadian Pa-  
cific system. Two years ago Hill made  
elaborate preparations for carrying  
out this same scheme, but withdrew  
the engineering forces because of the  
financial depression. Headquarters of  
the working forces will be established  
at Medicine Hat.

### EARNINGS INCREASE.

Two Cent Rate in Michigan Has  
Proved Beneficial.

Lansing, Mich., March 3.—In a  
statement made today by Railroad  
Commissioner Glasgow, an increase  
of passenger earnings by most of the  
Michigan railroads in the last three  
months of 1907 is shown, despite the  
operation of the 2-cent rate law. The  
earnings are obtained by a comparison  
with the earnings of the same months  
of the previous year. None of the  
roads which became 2-cent roads for  
the first time under the new law  
show any reduction which can be  
traced to the 2-cent law.

### RESCIND WAGE CUT.

L. & N. Will Not Cut Wages of Train-  
men as Intended.

Louisville, Ky., March 3.—Tempo-  
rary advantage for the locomotive en-  
gineers and conductors employed by  
the Louisville and Nashville Railroad  
company was obtained today, when,  
through the intervention of the Inter-  
state Commerce commission, the com-  
pany agreed to rescind the recent or-  
der for a reduction of 10 per cent in

## ARE YOUR KIDNEYS WEAK?

Thousands of Men and Women Have Kidney  
Trouble and Never Suspect It.

Nature warns you when the track of  
health is not clear. Kidney and bladder  
trouble compel you to pass water often  
through the day and get up many times  
during the night.

Unhealthy kidneys cause lumbago, rheu-  
matism, catarrh of the bladder, pain or dull ache  
in the back, joints or muscles, at times have  
headache or indigestion, as time passes you  
may have a sallow complexion, puffiness or dark  
circles under the eyes, sometimes feel as  
though you had heart trouble, may have  
plenty of ambition but no strength, get weak  
and waste away.

If such conditions are permitted to con-  
tinue, serious results are sure to follow:  
Bright's disease, the very worst form of kid-  
ney trouble, may steal upon you.

**Prevalency of Kidney Disease**  
Most people do not realize the alarming in-  
crease and remarkable prevalence of kidney  
disease. While kidney disorders are the most  
common diseases that prevail, they are al-  
most the least recognized by patient and phy-  
sicians, who content themselves with doctoring  
the effects, while the original disease under-  
mines the system.

**A Trial Will Convince Anyone.**  
If you are sick or feeling badly, begin tak-  
ing Dr. Kilmer's Swamp-Root, the great kid-  
ney, liver and bladder remedy, because as  
soon as your kidneys begin to get better, they  
will help the other organs to health. In tak-  
ing Swamp-Root, you afford natural help to  
Nature for it is the most perfect healer and  
gentle aid to the kidneys that has ever been  
discovered.

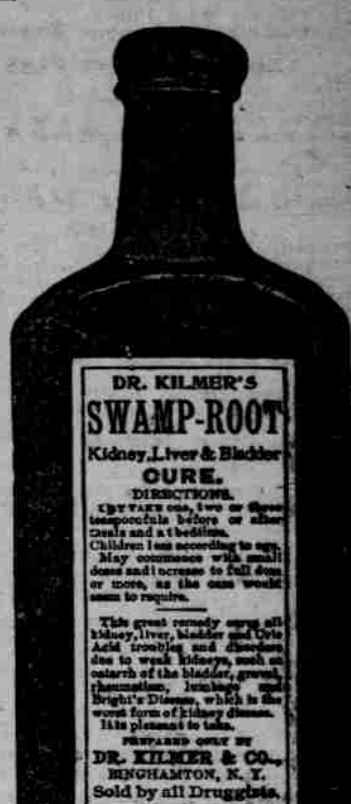
You can not get rid of your aches and pains  
if your kidneys are out of order. You can not  
feel right when your kidneys are wrong.

### Swamp-Root is Pleasant to Take.

If you are already convinced that Swamp-  
Root is what you need, you can purchase the  
regular fifty-cent and one-dollar size bottles  
at all drug stores. Don't make any mistake  
but remember the name, Dr. Kilmer's  
Swamp-Root, and the address, Binghamton,  
N. Y., which you will find on every bottle.

**SAMPLE BOTTLE FREE.**—To prove the wonderful merits of Swamp-  
Root you may have a sample bottle and a book of valuable information,  
both sent absolutely free by mail. The book contains many of the thou-  
sands of letters received from men and women who found Swamp-Root to  
be just the remedy they needed. The value of Swamp-Root is so well  
known that readers are advised to send for a sample bottle. Address Dr.  
Kilmer & Co., Binghamton, N. Y., be sure to say you read this gener-  
ous offer in the Topeka State Journal.

ler, who put his arms under the  
bodies of the father and son. The  
next wave rolled all under together,  
but Fowler held on to them and to-  
gether they were washed ashore."



Swamp-Root is always kept up  
to its high standard of purity  
and excellence. A sworn certifi-  
cate of purity with every bottle.

made some attempt to express a word  
of gratitude to him for his heroic ac-  
tion. He wanted to come aboard, but  
I said: "Better not. You will chill in  
no time," and he went back."

### FARMERS TO BUILD ROADS.

A Syndicate in Bourbon County to  
Spend About \$25,000.

Fort Scott, March 3.—What will in all  
probability prove the most gigantic un-  
dertaking by any syndicate of farmers  
in Kansas in building macadam roads  
was announced when it was stated that  
a galaxy of the most representative farm-  
ers of Marmaton and Mill Creek  
townships are planning to band to-  
gether and build eight miles of good roads  
from the Scott township line near the  
Karliskint school house west of the city  
to the Woods burying ground, one mile  
west and one mile north of Redfield.  
Roughly estimating the cost of good  
roads at \$4,000 per mile, this undertak-  
ing means an expenditure of \$30,000.

When Kilbuck, one of the most exten-  
sive farmers in the county, is father  
of the independent road building enter-  
prise. He was here this week with  
numerous others, and all seemed en-  
thusiastic over the plan to build the  
extension if "graft can be eliminated,"  
as one phrased it. The good roads com-  
mission a short time ago contracted for  
four or five miles addition to the good  
roads of the county and the work of  
extending the Humboldt line has al-  
ready started. The extension will run  
to the Karliskint school house, or with-  
in one-half mile of the Scott township  
line. It is understood that if the inde-  
pendent move materializes the commis-  
sion will take the county work on to the  
Scott line. At this juncture the Mar-  
maton and Mill Creek promoters pro-  
pose taking up the road and building  
it about miles. They will call a special  
election for the purpose of voting bonds  
on this proposition. The new roadway  
would give the farmers at Redfield, Ber-  
lie and Devon and intermediate points  
a fine avenue into this city and would  
greatly facilitate matters in hauling  
produce to this city.

The last good roads contract was for  
\$3,700 per mile approximately. On an  
average, however, the cost has been  
right about \$4,000 per mile. The farm-  
ers believe that they can devise schemes  
whereby the expense can be cut down  
quite a little.

**Ball Placed at \$50,000.**  
Oakland, Cal., March 3.—Mrs.  
Isabella J. Martin was indicted by the  
grand jury on a charge of having  
dynamited the residence of Superior  
Judge Frank S. Ogden in March,  
1907. Ball was fixed at \$50,000. De-  
tective Hodgkins will leave soon for  
Weaverville to return with the woman  
who is confined in the Trinity county  
jail in default of \$40,000 on a charge  
of arson.

**In Congress Forty-three Years.**  
Washington, March 3.—Senator Al-  
lison was 79 years old yesterday and  
received the congratulations of his col-  
leagues. Today he completes his 35th  
year in the senate, which breaks all  
records. He has been in congress  
forty-three years.

The foundation of robust  
health is what is allowed to enter  
the mouth. The more simple  
the diet, the more perfect the  
health.

**DR. PRICE'S  
WHEAT FLAKE CEREAL**

**FOOD**  
is plain, pure and wholesome,  
easily digested, prevents con-  
stipation.

For sale by all grocers



Bishop Charles H. Fowler at Bottom and Bishop Joseph C. Hartzell at Top.

"A man was seen on a piece of  
wreckage," says Mr. Thompson,  
"from which he would at intervals  
leap into the water and from it push  
up to a raft that looked like a hu-  
man bundle. Fowler swam out as  
far as he could and saw that the ob-  
ject was a human body. He untied  
the rope under his arms which was  
intended to enable the students to  
draw him towards the shore, and  
swam out until he reached the  
man on the wreckage. As he ap-  
proached and went into a trough be-  
tween the waves the man caught up  
his son and ran toward young Fow-

Concerning the exploits of young  
Hartzell in 1864, when the schooner  
Storm was wrecked, Mr. Thompson  
writes that by means of a life line  
which he carried through a sea so  
rough that no boat could venture  
upon it, the young man saved all on  
board the Storm except one, who per-  
ished from cold. Quoting from a let-  
ter sent to the secretary of the Evans-  
ton Historical society by one of the  
survivors, Mr. Thompson shows the  
desperate position in which the sail-  
ors found themselves and how Hart-  
zell saved them.

"When our schooner was righted,"  
says the letter, "we saw many people  
on shore, who had built fires in many  
places. The man who was holding on  
next to me dropped down from ex-  
haustion, chilled to the heart. I held  
his head between my knees, seeing  
that he had not strength enough to  
keep himself from being washed  
away. In this position he remained  
until death relieved him of his suffer-  
ings."

"Soon after this incident I saw a  
man on shore take off his coat and  
vest and tie a rope around his body,  
and I knew by his motions that he  
meant business. Directly he plunged  
into the surf and I could see that he  
was a good swimmer. I knew he  
could bring us out with that line. At  
last he came alongside and I ran to  
take it from him. I took the line and

**Proper economy—  
Grape-Nuts**  
and cream, with an egg on  
toast, and a cup of piping  
hot Postum, form a nourish-  
ing and economical break-  
fast.  
"There's a Reason"